

and tobacco. As previously described, men had been advised to carry a stock of tobacco to last at least a month. Almost without exception the men had heeded this advice. It was impossible to carry this supply on the person and it had therefore been packed in the barracks bags. At Calais the barracks bags were returned to the men before being turned in, and almost without exception the supply of tobacco and cigarettes was missing. Where the barracks bag was securely tied or sewed the robbers had cut the bag with a sharp instrument, removed the tobacco and crudely sewed the bag up with twine. This proved to be the case not only with those of the first detachment but also for the entire regiment. On account of the supervision over the baggage until units reached Dover it is believed that this vandalism was committed either en route from Dover to Calais or at Calais.

The detachment under Colonel Ferguson left Calais on the 12th of June and after a four-mile hike to Fontelle Station, Calais, entrained. They moved by rail to Audruicq, a distance of about fifteen miles, where, after detraining, they marched four miles to Nordcote and bivouacked for the night.

The detachment under Lt. Col. Pratt sailed down the St. Lawrence and into Halifax Harbor, where the *Talhybius* joined a convoy of 13 other ships. On account of icebergs reported off the coast we sailed well out from shore. The effect of the ice was quite noticeable in the temperature. Halifax was reached on May 31st and the convoy, consisting of the steamships *Tunison*, *Plum Leaf*, *Talhybius*, *Burma*, *Cardiganshire*, *Navara*, *Corinth*, *Ajax*, *Botanist*, *City of Poona*, *Arawa*, *Port Lincoln*, *Creta* and *Mesaba*, escorted by H. M. S. *Donegall*, sailed from Halifax 11:00 A. M. June 1st. A fog which lasted four days was encountered on the afternoon of the 1st. The trip was made with only one incident worthy of note. On the morning of June 11th at 8:15 A. M. a submarine chaser we had picked up that morning (On the morning of June 10th we had been met by seven who were now escorting us) dropped a depth

charge on a supposed submarine. At the time this depth charge exploded, the Captain of the *Talhybius* was talking with Lt. Col. Pratt and exclaimed: "They have got us this time." The call was immediately sounded by the Bugler on guard calling the men to their boat positions, and in less than two minutes every one was in his place, many of whom were half shaved while others presented even a more ludicrous picture. Three more charges were dropped in the 15th minutes following. The chaser dropping the charges remained in the vicinity of the supposed submarine for about one hour and then steamed up and rejoined the convoy. It was reported that a submarine was sunk by these depth charges. In company with one ship of the convoy this chaser left us about noon.

The convoy arrived at Liverpool on June 12th. The detachment debarked at 4:00 P. M. and marched about a half of a mile to the London & Northwestern Station, where they entrained for Dover.

#### JUNE 13TH TO JUNE 18TH

On the morning of June 13th the detachment under Colonel Ferguson proceeded by march to the Licques Area, a distance of about twelve miles. Regimental Headquarters were established at Sanghem and Headquarters Company was billeted there, Company "F" going to Herbinghem, nearby (see Plate IV). Pursuant to Bulletin No. 1008, G. H. Q., American Expeditionary Forces, "Program of Training for American Divisions Training with the British," the following training schedule was published and followed by Headquarters Company and Company "F".

#### 105TH ENGINEER REGIMENT AMERICAN EXPEDITIONARY FORCES FRANCE

June 18th, 1918.

#### TRAINING SCHEDULE

NOTE (1): A large percentage of officers and NCO'S will be given individual instruction in the afternoons by British Officers and NCO'S, which instruction will be passed on